

## 20 NEW COTTAGES

To be Built on Wrightsville Beach.

ON THE CHANNEL SIDE

Between the Trestle and the Seashore Hotel.

Several Well Known Wilmington Citizens Behind the Movement—Asserted That the Plans Have Been Drawn and the Contracts Awarded—Cottages Will be of Three, Four, Five and Six Room Sizes.

An important movement for the further development of Wrightsville Beach, which is practically assured, is the erection of a large number of cottages, of varying sizes, on an eligible tract of land, to be rented at reasonable prices to parties or families during the summer months.

The matter came to the knowledge of The Messenger yesterday from a reliable source and it was stated that plans for the consummation of the project were practically perfected.

Behind the movement are several well known Wilmington citizens, all of whom are in position to realize the advantages and benefit of the establishment of such a system of cottages.

The plan as it is understood, contemplates the erection of about 20 well constructed cottages, all to be built between the Bank's Channel trestle and the Seashore hotel, on the sound side. As is well known there is a considerable area of land to the west of the suburban tracks and this is the site for the proposed development.

The property belongs, it is said, to the Consolidated Company, and while not officially taking part in it, the company will give the new enterprise encouragement and support.

The cottages are to vary in size, being of three, four, five and six room dimensions to meet the different demands that can naturally be expected. It is said that the plans for these new houses have all been drawn, and submitted to the promoters and accepted by them, and that the contracts for the work have been let. If this report, which is considered authentic, is true, Wrightsville Beach will soon receive the greatest single building boom that it has ever experienced.

Among those who are reliably reported to be connected with the movement are Messrs. J. Henry Bonitz, Hugh MacRae, A. B. Skelving, Thos. H. Wright, J. McRee Hatch, Raymond Hunt and Thos. W. Davis, all well-known and progressive residents of this city.

An effort to get in communication with different ones of the interested parties last night was not successful, but the news came from such a source that there is hardly any speculation as to its trustworthiness.

The announced site for the cottages is a most excellent one and this enterprise will no doubt be the means of attracting many families and parties of friends to the beach who heretofore could not get the accommodations desired or were not willing to put up with the hotel facilities offered.

## THE DURHAM BANK ROBBERY.

Still a Mystery as to Who Got That \$1,675.

The loss of almost seventeen hundred dollars from the First National bank is still a mystery—that is so far as the public is concerned. It looks now as if the loss will remain a mystery in the future. The responsibility has not been placed and no one has been connected with the crime of stealing this amount of money.

When this loss first occurred there was a short notice in the papers offering a reward for the return of a package of five dollar bills. Then followed the notice of the loss of this large amount of money. At first a negro janitor was suspected of having stolen the money but this theory has been abandoned. The janitor has been ill since the day that he was suspected, having an attack of fever. There have been no developments that would connect him with the case.

The directors of the First National had a detective to come here and he remained some ten days during which time he was looking into the matter. He followed every clue but so far as has been given out in any way he did not locate the man who secured that \$1,675.

It has already been fully determined by all who are interested in the matter that the money was not lost from the carriage while being taken to the hosiery mill. It was taken from the bank. That is the general idea and it was not taken by the janitor then it must have been taken by some other person who entered the bank and slipped out the small package that contained so much money.

The detective has gone from here but he has not solved the mystery of the First National bank robbery. The loss has occurred and it is as much a mystery today as it was the morning when it was first discovered.—Durham Herald.

The lawyer who reads the Shah's will to his 800 widows will need plenty of nerve, and a suit of armor.—New York American.

## DEATH OF A HERO.

Engineer Maxwell's Sacrifice of His Life to Save His Passengers—His Wonderful Calmness While Suffering Agonies and Facing Horrible Death.

Engineer S. E. Maxwell, of Raleigh, was slowly tortured to death in a wreck with a freight train near Peachland, on the Seaboard Air Line railway, late Sunday night.

Caught in an upright position between the locomotive and the tender he suffered agony for four hours while many, including several physicians, stood by pityingly but powerless to help.

What made the tragedy more excruciating was the fact that the doomed engineer had met his fate by choice; had stood by his throttle when he might easily have jumped and saved himself; and that, with the heat of the fire-box slowly roasting his pinioned leg and the blood streaming from a deep wound in which a metal "apron" was fixed, he still had the lion's heart to keep his nerve and in the teeth of death send loving messages to wife and child at home.

It was the gold of heroism undefiled and when at last death came to ease the tortured body there went on the wings of the morning the soul of a man.

It is hard to think of such a death without a tear. It is impossible to contemplate it without feeling that it ought to have a shout of pride. If anything could compensate for the loss of such a man it would be the magnificent gift that his death confers.

Engineer Maxwell sat in his cab peering through the night, running 50 miles an hour. As the passenger train that had in charge rounded the curve at Peachland, he saw ahead of him a freight train, partly on the siding that it should have made, partly on the main line. It took him less than a fraction of a second to know the inevitable result. The danger held for him every menace that it could hold for any man. He accepted it, instantly. The breaks screamed their warning. The reversed throttle told the story of the man in the cab fighting the fight for the lives of others. The great train under its high momentum, hesitated, protested, slid down the rails. In its every joint it proclaimed its agony, spoke the heroic anxiety of the man in the cab, sitting still on his seat, facing the death that stood less than ten seconds away, waiting for him.

The train slowed, screeched, grinded, well-nigh stopped. When the crash came it was running at only ten miles an hour. The fireman jumped, as was his right; the engineer sat still, as spoke his honor.

Not a passenger was hurt. The train was lightly injured. Thrown from his seat the engineer was caught as he fell between the tender and the engine. The iron pan that is between the engine and tender was pressed against his leg, cutting it half in two, while the leg and foot were pressed against the firebox.

Then the crowd gathered about, and the brave man stood there pained, seeing his death, bleeding and burning, calm. He talked of his wife and baby, talked of them again and again. Doctors came, but could do nothing. He begged them to amputate his leg so that he might be taken from between the iron vise that held him. They said they could do nothing. And so he talked some more of his wife and baby, talked cheerfully to those who would have rescued him, and died.

This man was a native of Walhalla, South Carolina, where his parents, Mr. and Mrs. E. K. Maxwell, live. He was only 32 years of age. His figure and face bore the sign of the character his death proved him to have. He was a man whom people looked at twice, for his genial face, for the tallness of him and the robustness.

He was married to a daughter of the late Mr. D. P. Meacham, of Raleigh, who strangely enough was killed a year or more ago on the yards of the Seaboard at Johnston street.—News and Observer.

## ROCKS ON THE TRACK.

Attempt to Wreck a Fast Florida Train on the Southern Railway.

A dastardly attempt was made Saturday to wreck train No. 32, known as the Florida Express, and the same train which carried the ill-fated car of President Spencer and his party at the time of the big wreck at Lawyers on Thanksgiving day. The scene of the attempted wreck was at Whitties, about 20 miles north of Danville.

The train was running about 25 miles an hour, when the engine ran into a pile of rock that had been placed, it is thought, deliberately on the track. The front wheels of the locomotive jumped the track, and all of the passengers were more or less shaken up.

After a relay of about half an hour the derailed engine was placed on the track and the damage resulting was slight.—Danville Dispatch.

## \$20,000,000 INVOLVED.

Grub Stake Agreement Caused Litigation as to Title.

San Francisco, January 3.—Mines in the Bull Frog region of Nevada, valued by the owners at \$20,000,000, were awarded today to E. A. Montgomery by Judge Z. Seawell against the claims of C. B. Fleming, who had sued for a half interest because of a dispute in a grub stake agreement. It is now stated that the properties will be transferred to Charles M. Schwab, who has awaited a verdict clearing the titles before closing the deal.

The decision of Judge Seawell was based on a question of fact, namely, whether the original agreement existing between Fleming and Montgomery in the month of July, 1902 was in existence when the latter located the contested claims in the fall of 1904. Montgomery proved that he had received no aid from his partner except in the summer of 1901, when they shared the expense of a prospecting trip made by Montgomery in Death valley.

## SHIP SUBSIDY BILL.

Provisions of the Amended Bill Now Pending in Congress.

There is an amended subsidy bill now pending before congress which materially modifies the bill which was passed by the senate in the last term. The old bill provided a general subsidy of \$5 per ton for vessels doing business between this country and certain foreign countries. It also provided specific subsidies ranging from \$75,000 a year to \$500,000 a year for ship lines to run between the United States and certain other foreign countries under specified conditions.

The word subsidy misleads many people upon the subject of the government's relations to lines of vessels running from the United States to foreign ports and back on regular trips. There is a definite contract between the government and each so-called subsidized line. The items are:

(1) Part of the payment is for the privilege reserved by the government to use all the ships of the line as transports or otherwise in case of war. The ships must be constructed so that guns may be mounted on them and other features must be incorporated in the construction to adapt the ships for naval service. Good speed is required.

(2) The government pays a small compensation to all the officers and the crew, ranging from about \$100 a year for the highest officers down to \$24 a year for ordinary seamen, and the entire list is kept enrolled as a part of the naval reserve.

(3) The ships are required to carry the mail between the United States and the other foreign countries named, and bring return mail without other compensation, than the so-called subsidy.

Therefore, the so-called subsidy proposed to be paid to new ship lines is very much like the compensations paid to railroads for carrying the mails and transporting soldiers.

The postmaster general is authorized under the bill, if it passes, to make contracts for not less than five years nor for more than 10 years, for 11 new ship lines as follows:

(1) From the Atlantic coast to Brazil, 14-knot ships, monthly service, annual compensation not to exceed \$200,000. If fortnightly, the compensation not to exceed \$400,000.

(2) From the Atlantic coast to Uruguay and Argentina, 14-knot vessels, monthly service, not to exceed \$250,000 annually; fortnightly not to exceed \$500,000.

(3) Gulf of Mexico to Brazil, 12-knot vessels, monthly service, not to exceed \$150,000; fortnightly not to exceed \$300,000.

(4) From the Atlantic coast south of Hatteras to Cuba, 14-knot vessels, weekly service not to exceed \$75,000 annually; semi-weekly not to exceed \$150,000.

(5) Gulf of Mexico to Cuba, 14-knot vessels, weekly not to exceed \$75,000; semi-weekly not to exceed \$150,000.

In both the two latter cases the distance from the departure to first port of arrival must be 400 miles or more.

(6) Gulf of Mexico to Central America and Panama, 12-knot vessels, weekly service \$80,000.

(7) Gulf of Mexico to Mexico, 12-knot vessels, weekly service \$60,000.

(8) Pacific coast via Hawaii to Japan, China and the Philippines, 16-knot vessels, monthly, \$350,000; fortnightly \$700,000.

(9) North Pacific coast (north of Cape Mendocino) to Japan, China, and the Philippines, 12-knots, monthly, \$250,000; fortnightly, \$500,000.

(10) From port on Pacific coast via Hawaii, Samoa Islands to Australia, 16-knots, once in three weeks, \$250,000.

(11) From Pacific coast to Mexico, Central America, Port Lobos to Isthmus of Panama, 12-knot vessels, fortnightly service, \$150,000.—Charlotte Observer.

## AN APPLE A DAY.

It is Said This Will Make One For Every Inch a Man.

Charles Edmund Tomlinson, a wealthy young Chicagoan, who for a week has been expounding the "apple club" idea here, left town yesterday for Boston. He intends to spring apples and optimism on the Hub. Before departing he declared at his hotel that his particular hobby, together with his personal efforts has already gained 1,000 new members in the New York city "orchard" for the Apple Club of America, which had its inception in the Windy City where he belongs.

To be an Appleite you must either have or acquire an appetite for apples, for you must first take a solemn oath to assimilate at least one apple a day. You also have to pledge yourself to urge all your friends to join the city or village "orchard" to which you have sworn allegiance.

Tomlinson, leading spirit of the Apple Club, is a normal-looking man of 30 or so, who wears good clothes and whose present mission in life is to talk apples and the sure benefits to be derived from their consumption. If eating one apple a day will make a person healthy, Tomlinson's ruddy cheeks and stalwart frame would indicate that his daily allowance is at least three pippins. When he received interviews yesterday he at once extended to them hospitality in the shape of a Maiden's Blush apple from a cut-glass dish on a center table. It seemed a little irregular to get an interview while nibbling at an apple, but Mr. Tomlinson didn't appear to find it so.

"May I ask, Mr. Tomlinson, if you are in the apple business?" politely inquired one reporter. Mr. Tomlinson smiled. "Not exactly," he said, "that is I'm not in the business except to get people to eat apples for their own good, you know. Apples are God's own medicine. You'd be surprised to know how much good there is tied up inside an apple. I have come to realize it, and while traveling over the world, a pleasure trip I am now making, I am going to send out thousands of circulars about apples and do all the talking for them I can."

Mr. Tomlinson said he was paying all the expenses of spreading the apple propaganda to the benighted, and he had derived a lot of fun out of his apple sportship.—New York Times.

## DEPARTS BETWEEN TWO SUNS

Blackburn Gets Beyond Jurisdiction of State Courts.

SUDDEN FLIGHT NO SURPRISE.

No New Developments Takes Place.—Blackburn's Retraction Does Not End the Matter—Governor May Prosecute Blackburn and Perkins to Fix Authority of Letter.

(Special to The Messenger.)

Greensboro, N. C., January 3.—There are no further developments here in the Blackburn libel prosecution. Solicitor Brooks who represents Governor Glenn says he has received no further instructions from Raleigh concerning it, although asserting late last night that he would remain in Greensboro two or three days arranging business matters with his paper, The Tar Heel, and making several appointments for today.

Blackburn left for Washington on belated No. 40 which passed here at 4 o'clock. The manager of his paper and former secretary, John Crouch, who was with him all yesterday and until 1 o'clock this morning was surprised when told that the congressman had made his flight to the sacred realms of congressional territory beyond jurisdiction of a North Carolina court. So sudden was his determination to leave North Carolina, he forgot to tell this trusted and faithful business manager, when bidding him good night at 1 o'clock this morning. There was no more surprise here upon reading the truth of the matter in the Washington dispatches that Blackburn's agent and confidential secretary, Perkins, had furnished the stuff for publication, than there was with those who knew the congressman's past record, that he had left the state between suns. His permanent banishment would cause little regret and much rejoicing.

(Special to The Messenger.)

Raleigh, N. C., January 3.—Governor Glenn devoted himself today to his message to the legislature and said there were no new developments in the Congressman Spencer Blackburn affair. He wrote to his attorneys at Greensboro and Winston for their advice regarding the next steps to take.

It was learned from other sources that the governor may prosecute both Blackburn and Perkins, who is his confidential clerk and press agent. Governor Glenn will act with special care and has conferred with leading members of his administration who are as indignant at Blackburn's charges. One of these said he expected prosecution of both Blackburn and Perkins at the next court so as to completely fix the authority of the governor's false and infamous charges against the governor.

By Associated Press.

Raleigh, N. C., January 3.—Governor Glenn today said that he would first investigate the statement of Congressman Blackburn to the effect that he (Blackburn) was not responsible for the charge that the governor was guilty of corruption in connection with the school book award before deciding finally what criminal action should be taken.

"As the matter stands now," said Governor Glenn, "Mr. Blackburn has denied that he gave out the letter containing the accusations, but I am advised that it was furnished the press by the private secretary of the congressman."

"Mr. Blackburn's retraction does not end the matter, so far as I am personally concerned."

Washington, January 3.—Clement Manly, of Winston-Salem, attorney for Governor Glenn, of North Carolina, arrived in Washington today to make an investigation for the governor regarding the authenticity of the letter which was printed in a number of newspapers last Sunday over the alleged signature unauthorized by him. Mr. Manly today conferred with the newspaper correspondents who telegraphed the letter to their papers last Saturday night.

## SHOT ESCAPING PRISONER.

Policeman Held for Assault With Intent to Kill.

(Special to The Messenger.)

Greensboro, N. C., January 3.—Police Officer J. Skeener was this afternoon bound over to superior court grand jury by Squire J. M. Wolfe, without warrant charging assault with intent to kill. He was permitted to give his own recognition. Skeener four weeks ago arrested a negro for alleged disorderly conduct. In trying to escape he was shot, the ball entering the spine, producing paralysis. Relatives of the negro who is still in the hospital, permanently paralyzed, instituted the prosecution with the above result.

## REVIVED AND DENIED.

Corey Will Not Resign Presidency of Corporation Nor Get Married.

New York, January 3.—The report that W. E. Corey was expected to resign the presidency of the United States Steel Corporation, was revived today but was quickly denied. One of Mr. Corey's friends in the steel corporation said:

"The facts are as follows: Mr. Corey is in Europe. He expects to return about February 1st. When he left New York he had no intention of marrying during his absence and his friends do not think he has changed his mind. The question of vacating the office of president of the steel company has not been considered or hinted at by any one connected with the company."

## INVESTIGATING B. &amp; O. DISASTER

Eight Employees of Road Examined Yesterday.

INQUIRY WILL BE LENGTHY ONE

Testimony Related Mostly to Block System and Signal Lights—Operator at Silver Springs Not Regular One. Engineer and Conductor Released on Bond in Habeas Corpus Proceedings.

Washington, January 3.—The most important testimony in connection with the investigation by the coroner's jury to determine the cause and to place the responsibility for the disastrous wreck at Terra Cotta on the Baltimore and Ohio last Sunday night, was that given by W. M. Detrew, who was the operator at Silver Springs. He said he was sure that No. 66, the local express train that was smashed up, had cleared the block at Takoma Park before he displayed the white signal target for No. 2120, known as the "dead" train which crashed into the local. It was brought out by the coroner that Mr. Detrew was an extra operator and had not worked at Silver Springs regularly.

The witness said that because of foggy weather Sunday night he had taken unusual precautions to see that a red light was put up earlier than usual. He testified that the local was about thirteen minutes late when it passed him, and that when No. 2120 came through it was running about 50 miles an hour.

The indications are that the coroner's inquiry will be protracted. At today's session eight witnesses, all employees of the Baltimore and Ohio, were examined. The testimony mostly related to the block system and the signal lights.

Harry Hildebrand, engineer, and Frank P. Hoffmeier, conductor, of the train of empties that crashed into the Frederick local were today released on bond by Justice Barnard, of the supreme court of the district, after a hearing in habeas corpus proceedings. Hildebrand's bond was fixed at \$7,500, and Hoffmeier's at \$5,000.

The other three members of the crew, Fireman McClelland, Brakeman Rutter, and Baggage Master Norris were released without bail. The crew of the "dead" train have been held prisoners since the accident.

## COTTON EXCHANGE WILL FIGHT.

May Result in Libel Suit Against Livingston and Jordan.

New York, January 3.—President Hubbard, of the New York cotton exchange, announced today that Henry W. Taft has been retained by the exchange to represent it in any proceedings which may grow out of the application for a fraud order filed yesterday with the postmaster general at Washington by Representative Livingston, of Georgia, and Harvie Jordan, president of the Southern Cotton Growers' association.

The following resolution was adopted today by the board of managers of the exchange:

"Resolved, That the counsel of the exchange, Henry W. Taft, be consulted as to the advisability of bringing suit against Leonidas L. Livingston, congressman, from Georgia, and Harvie Jordan, president of the Southern Cotton Growers' association, for libel and if possible for criminal libel for the communications they have addressed to the postoffice department at Washington, requesting the issuance of a fraud order against the New York cotton exchange."

## DIVIDEND DECLARED.

Directors and Stockholders of N. C. Railroad Meet in Greensboro.

(Special to The Messenger.)

Greensboro, N. C., January 3.—The directors on the part of the state and on the private stockholders of the North Carolina railroad, now under a 99 years lease to the Southern railway, met in semi-annual session here this afternoon and declared a dividend of seven per cent. Reports from the president, the treasurer and the superintendent of maintenance showed that lessees were complying with contract of the lease and many betterments in addition to keeping up the property had been made. It was arranged that the citizens of Burlington should be allowed to build a modern hotel building on the site occupied by the hotel burned three years ago which belonged to the railroad property. All differences heretofore existing between the lessee and Burlington syndicate, of the insurance on it, were adjustment of the property and the distribution of the insurance on it, were adjustment and advantageous terms for the state were agreed upon between the lessee and Burlington syndicate.

## AGAINST STANDARD OIL.

Court Overrules Demurrer to Eight of the Indictments Pending Against Company.

Chicago, January 3.—Judge Landis, in the United States district court today overruled the demurrer of the Standard Oil Company to eight of the rebate indictments pending against that corporation, but sustained the demurrer as to two other indictments because of technical defects.

The court ruled against the defendant's contention that the Elkins law was enacted really to prohibit the employment of indirect methods to obtain preferential rates, it being the defendant's contention that it was not a violation of the law if a railway company dealing directly with a shipper, gave that shipper a cut rate.

## A SOUTHERN MAN

May Be Democratic Nominee for President.

CULBERSON OF TEXAS

Thought to be Most Available Southern Man.

Campaign in His Behalf Developed During the Holidays—Gives Promise of Assuming Formidable Proportions—Every Effort Will be Made to Impress His Availability Upon Northern Democrats—His Career in Senate has Been Distinguished but Not Sensational.

(Special to The Messenger.)

Washington, January 3.—A new Richmond is in the field to compete with William Jennings Bryan for the democratic presidential nomination. He is Charles A. Culbertson, senator from Texas and twice governor of the Lone Star state. The campaign in his behalf took definite shape during the Christmas holidays; it is a carefully planned and determined movement and gives every promise of attaining formidable proportions.

Ever since Judge Alton B. Parker made his memorable speech advocating that in 1908 a southern man be selected to head the democratic ticket, southerners in and out of congress have been canvassing the field, sifting the available men in search of the one most available. Senator Culbertson alone survives this process of elimination.

It is almost unanimously agreed among southern democrats, and no northern man arises to dispute, that if any southern man can be elected next year Senator Culbertson can be; and from now on every effort will be made to impress his availability upon the northern democrats. There will be no difficulty, it is believed in uniting the southern states in his behalf; and in the north and west, but more especially in the east, his strength and attractiveness as a candidate will be played against the strength and attractiveness of Mr. Bryan.

Senator Culbertson is just passed fifty-one years of age, and is a son of the late David B. Culbertson, who for twenty-two years consecutively was a member of the house of representatives from Texas. Though a less dazzling figure than his brilliant colleague, Senator Joseph W. Bailey, he is looked upon, especially in Texas, as an abler and more dependable man and as a statesman of greater breadth and grasp. His personality is a compelling one. Of medium height, with clean-shaven face and hair just turning gray, in debate or on the hustings his manner is marked by a dignity and noise that suggests tremendous force in reserve. Senator Culbertson never rants, as does his colleague now and then, but in a voice that is fairly caressing in its softness he can bare the weaknesses of an adversary and rub salt in the smarting wounds.

Just entering on his second term in the senate, Senator Culbertson's service in that body has been distinguished, but not sensational. He is more given to constructive statesmanship than forensic display, but when he does participate in debate his arguments are illuminating and go to the heart of things.

When it was determined a year ago to make a serious effort to secure the nomination of a southern man in 1908 and the sifting of available began, a large number of distinguished men were on the list. Senator Bailey had a very considerable and determined following, as did also Senator Daniel of Virginia. Andrew Jackson Montague of Virginia; Joseph W. Folk, of Missouri; and John Sharp Williams, of Mississippi, were among others considered. Elimination, resulting from scrutiny of the closest kind, disposed of them one by one until there remained only Senator Culbertson and John Sharp Williams. For a long time choice hung between the two, until finally Mr. Williams definitely announced that he did not want the presidential nomination in 1908, being ambitious first for a term of service in the senate.

With the retirement of Mr. Williams from the field, sentiment for Senator Culbertson rapidly crystallized, until today it can be accepted that should conditions be such that in the next nominating convention the south should insist upon consideration for a favorite son, its candidate will be the senator from Texas.

## Presidential Nominations.

Washington, January 3.—The president sent to the senate today the following nominations:

Assistant Attorney General—Edward T. Sanford, Tennessee.  
Pension Agent at Washington, D. C.—John R. King, of Maryland.  
Surveyor of Customs—Marcellus O. Markham, port of Atlanta, Ga.  
Brigadier General to be Major General—J. Franklin Bell.  
Collector of Customs—Daniel W. Patrick, district of Pamlico, N. C.

CASORIA  
The Kind You Have Always Bought  
Beware of Imitations  
Signature of Dr. H. H. H. H.